

port side. He said it was no fault of the topmast that it broke, with its regular support gave way. The Shamrock passed Quarantine on the 17th. Sandy Hook at 10:30, and Captain Wringle said that the Shamrock would be ready to sail in her race to-day. As the boat passed there were men working at the masthead and others were overhauling some of the rigging. The race to-day will be off the windward or leeward or leeward and return. Under the agreement governing the sailing of the Cup races the courses alternate between the windward or leeward direct courses and triangular courses, all being of the same length—thirty knots.

The most disappointed man who has witnessed the Cup racing so far is Lord Charles Beresford, who had to return yesterday with Lady Beresford on the 18th. Many guests over this were exchanged on board the yacht Erin yesterday. The other guests who sailed on this vessel were L. Sackville West, A. Morley, E. A. N. Morley, Mr. and Mrs. Alfred Muir, W. T. Purdie and Mrs. Purdie, Mr. and Mrs. Kenneth Wilson, and Miss Muriel Wilson, Cecil Brownlow, Alfred Burdette, Sir Henry Burdette and Kenneth Macmillan.

Wednesday night the salmakers brought over by Mr. Raisbeck were at work by lamplight on the tender Plymouth, mending the torn topsails.

The riggers were also at work through the night preparing new shrouds for the topmast.

The new topmast shrouds are the same size as the shrouds on the mainmast.

WITH SIR THOMAS LIPTON

PRAISE FOR HIS RECEPTION HERE AND SORROW OVER MR. FITZ'S ILLNESS

The steam yacht Erin was coaling yesterday when anchored off Bay Ridge. Sir Thomas Lipton was seen on board, and he said that he hoped the Shamrock's repairs and measurements might be finished in time to take out the yacht for a trial spin. But after the cutter arrived under tow at Sandy Hook Bay there was a good deal to do, and as the evenings wore in so rapidly, now it was thought too late to try the rafter yesterday afternoon.

The crew completed the adjustment of the new shrouds. The steam yacht Erin came down to her moorings at Sandy Hook at 4:30 p.m., and Sir Thomas then gave the idea of taking the Shamrock out. He expressed his intention of going out in the Erin to wave a last farewell to the guests who sailed on the Shamrock yesterday.

Sir Thomas received one or two of the messages he had received, while a little later passed the Shamrock three men who were directing to the Shamrock. "Here's health to you tomorrow," said Thomas, "and one of the men with a glass in his hand.

"This is one of no messages," said Sir Thomas, "as we read." This is from a friend who says, "Don't be downhearted." The Shamrock may lose, but Sir Thomas wins the respect and goodwill of millions of Americans." As to this I can say," continued the owner of the Shamrock, "that I have received what I believed to be true, that no man ever received a more cordial greeting than I have received this morning."

And if you should now how long will it be before you appear here with another challenge?"

That reads the greatest difficulty," said Mr. Fitz, "but I must say, I cannot imagine a loss, and I must be sure on that point before I can talk of coming again until Shamrock goes now. I am seriously embarrassed."

Mr. Fitz's illness, however, was the cause for over three days. We take in over three tons of ballast today, so you see?" And we suffer because Mr. Fitz is not here to direct the matters in which one else in the fleet is not fit to do. We don't know where she is on her true water-line or not. Her designer would know, but she is sick and unable to leave the room. The boat was put in the Solent. The last put in today was put in on Mr. Fitz's advice, but the fact is that we don't know whether it is in the right position. He would have been up for us. This is the most serious handicap for us."

ON BOARD THE COLUMBIA.

The situations were not the same yesterday as they were between the Columbia and the Shamrock last week after some of the uncommodified races. Yesterday all the work was on the Shamrock, while on the Columbia there was nothing done. The white yacht was all in Sandy Hook Bay with her tender, the St. Michael, nearly all day.

A heavy rain fell on the previous night, and the crew had to wait until dry out any damages as soon as the weather permitted. There was only a light air off the Jersey coast yesterday, and if there had been a fair wind it would have been enough to move the Columbia.

Cutter Palin and his party started for New-Rochelle early in the morning, and were not expected back till late last night.

VISITOR FALLS INTO THE WATER. HE TRIED TO LEAP ON BOARD A MOVING FERRYBOAT AND GOT WET.

William Murray, forty-three years old, fell into the ferry ship at St. George Staten Island yesterday. Murray is an Englishman, and came over to see the yacht races. He went into a restaurant for luncheon and rushed out with the final race had just rung up. He was walking to leave the place when he attempted to leap across the space between the bridge and the boat, but one of the bridge-men tried to stop him and he fell, headlong into the water.

John Shepard, a bridge-man, jumped in and held him up until he was helped out with a boathook and ladder. Shepard was nearly exhausted and his heroic action won applause from the spectators.

CHANGES ON THE SHAMROCK.

COINCIDENCES BETWEEN SUGGESTIONS PUBLISHED AND ALTERATIONS EFFECTED.

In an editorial published in The Tribune on Tuesday comment was made on the fact that the Shamrock did not appear to be sailing as well as she did in the tests off Sandy Hook before the Cup races began, and that since much of her ballast was removed in order to get a small measurement on the waterline, she carcass much more than she had done when first sailed in these waters. The last paragraph of the editorial said: "The Tribune has before called attention to the extreme lightness of the Shamrock in her present condition, and it may be worth while to consider the value of taking on the former ballast for fresh winds and paying the penalty in the re-measurement, rather than sail the boat outside her best sailing line."

That afternoon the Shamrock people put 300 pounds more ballast on board and gave notice of their intention to be remeasured.

It was also a coincidence that after Monday's race The Tribune took exception to the whole independent section of the community and the wine legal organization in the efforts to secure the freedom of the bench from influences which sought to degrade it to the level of a party appointment. As soon as possible a Democatic Judge who had been refused a nomination by the leaders of his own party because of his independence. And he availed himself of the opportunity to determine the issue in the contest until the principle for which he fought, the independence of the bench, is undeniably established.

Let us hope to reinforce the discreditable catalogue of this from which we suffer. It seems incredible that with so much that is good, honest, charitable and upright in our city, that any election to the office of Mayor should be conducted before the regular Grand Jury, and as done last year. Major Garfield and Mr. McLaughlin had a long and difficult session with the work done. The special Grand Jury will convene on November 6, the day before the election, reporting to Justice Fureman, in the Criminal Branch of the Supreme Court.

MR. CROKER DOESN'T LIKE IT. HE INTENDS TO REPLY TO THE REPUBLICAN CAN ADDRESS HE SAYS IT IS A STRAIGHT FIGHT THIS TIME.

Richard Croker, at the Democratic Club last night, said he was much amused at the announcement made by Senator Ulster, of the Republican party, that the Tammany ticket was to be nominated in the interest of the workingmen. He is the greatest survivor of the Tammany organization, and it is to be hoped that the Tammany ticket will be nominated in the interest of the workingmen.

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